

**Amendments to the Specification:**

Please amend the specification as follows:

Page 5, paragraph [0015]:

[0015] The control unit 14 is connected with the supply voltage UB of the battery of the vehicle and is linked with additional control units of the vehicle and/or sensors for detecting the operating condition and receives, for example, by way of a CAN bus, additional information required for controlling the multipart sliding roof. Thus, it becomes possible, for example, to analyze the information of a schematically depicted sun sensor SS ~~not shown here~~ or of a rain sensor RS ~~not shown here~~ and, when a permissible sun radiation is exceeded, operate the sun blind SR or, at the start of rain, close the multipart sliding roof. Furthermore, the control unit 14 coordinates the controlling of the three driving motors M1, M2 and MR in order to prevent a jamming in the case of a superimposed time sequence of the individual movable roof parts.

Page 6, paragraph [0017]:

[0017] Figures 3A-3F indicate six different opening positions of the multipart sliding roof of the vehicle. Here, the respective Figures 3A to 3F correspond to a preferred position A to F of the rotary switch 20 from Figure 2. In Figure 3A, which corresponds to the switching position A, the wind deflector WA, the sliding roof 1 SD1, the sliding roof 2 SD2 and the sun blind R are closed. When the

rotary switch 20 is now moved from position A to position B, the wind deflector WA opens in such a manner that it takes up an inclined position, as illustrated in Figure 3B. The controlling of the opening angle can take place here as a function of the vehicle speed, which is monitored by the schematically depicted vehicle speed sensor VSS.